



MARINE CASUALTY INVESTIGATION BOARD

Annual Report 2017



Reporting Period 1st January to 31st December 2017

The Marine Casualty Investigation Board was established on the 25th March 2003 under the Merchant Shipping (Investigation of Marine Casualties) Act 2000.

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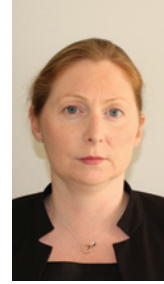
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Tá leagan Gaeilge den Turascáil seo ar fáil ó suoimh idirlíon an Bhoird, www.mcib.ie, nó de bhun iarratais ó Rúnaí an Bhoird.

Chairman's Statement



Cliona Cassidy, B.L.,
Chairman

Dear Minister,

In accordance with the requirements of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I present the 15th Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January – 31 December 2017.

Overview of 2017

The MCIB commenced investigations in five marine casualties in 2017. This was a significant reduction from the 15 investigations commenced in 2016. The reduction in incidents under the MCIB's statutory remit saw a welcome reduction in fatalities, though still above the number in 2014 and 2015. In total six people lost their lives in the five marine casualties under investigation.

Two incidents involving fishing vessels resulted in two fatalities, and the sinking of the vessels. Three people lost their lives in two incidents involving recreational vessels. One person lost their life in an incident involving a ro-ro cargo vessel. There were nil incidents under the MCIB's statutory remit resulting in injuries in 2017.

The MCIB was established 15 years ago and to the end of December 2017 it has published 216 reports into incidents under its statutory remit. The Board published eight Final Reports in 2017.

Ireland, and by extension the MCIB, is an active member of the European Maritime Safety Agency ("EMSA"). EMSA is responsible for providing technical assistance for the implementation of Directive 2009/18/EC ("the Directive") establishing the fundamental principles governing the investigation of accidents in the maritime transport sector. This directive is given effect in Irish legislation by S.I. No. 276/2011 - European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011. EMSA is also responsible for the maintenance and enhancement of the European Marine Casualty Information Platform ("EMCIP") a database to store and analyse casualty data and investigation reports provided by the Member States. Ireland has an obligation under the Directive to provide relevant data on marine casualties covered by the Directive and the MCIB is tasked with the role of providing that data through EMCIP.

The EMCIP database is a valuable analysis resource for vessels covered by Directive 2009/18/EC, which includes fishing vessels with a length greater than 15 metres. Between July 2017 and December 2017, EMSA conducted an analysis focused on fishing vessels to analyse data reported in EMCIP with the aim of detecting potential safety issues. This type of analysis would not be possible without the centralised compilation of data from all Member States and it is vital that EMCIP is fit for purpose and meets all Member States' needs. The Secretary to the Board, Margaret Bell, has been involved in the development and testing of a new and improved EMCIP database and interface on behalf of the MCIB. Her work ensures that Ireland's requirements and input are incorporated into the new system.

In July 2017, the Board welcomed the publication of the revised edition of the Code of Practice: The Safe Operation of Recreational Craft by the Department of Transport, Tourism and Sport. The Board urges all recreational users in water based activities to familiarise themselves with the Code and to ensure all their activities are in compliance. The Reports published in 2017 highlight the dangers that recreational users expose themselves to when they fail to consider all safety aspects of their activity. The Board wishes to remind recreational users of the need to familiarise themselves with the locality in which they are undertaking the activity, for example speed limits, tidal conditions and other known dangers and risks. People should also assess weather and light conditions for the time of the visit to assist in planning any voyage or activity. It is also important that recreational users familiarise themselves with the vessel or craft that they are using for the activity. This should include the vessels limitations, restrictions for use, the safety equipment on board, whether the vessel and the safety equipment are appropriate and sufficient for the numbers on board, and whether the vessel and the safety equipment have been appropriately maintained. Without such

knowledge a vessel operator cannot react to an emergency or change in weather. The Board also wishes to remind recreational craft users of the requirements regarding the wearing of a personal flotation device (PFD) when operating such craft, as set out in the Code of Practice for the safe operation of recreational craft.

Reports published by the MCIB in 2017 highlight the risks of not having an appropriate safety management system in place on passenger ships and boats or on fishing vessels. While the statutory requirements for compliance may differ for the different vessel types and sizes, the underlying purpose is the same: to ensure the safety and welfare of crew, passengers and the vessel. The risk of an incident occurring increases if risk assessments are not carried out and the resulting safe manning and safety management policies are not put in place. It is not always possible to eliminate risks entirely, but with appropriate procedures or policies in place the gravity of any incident should be reduced. The Board wishes to remind all owners, operators and skippers that these policies and procedures should be practised and put into use in all activities and on all voyages on the vessel.

The correct use of appropriate life-saving equipment, including PFDs, personal locator beacons (“PLBS”), flares and VHF radio equipment, can be the difference between an injury and a fatality in marine casualties. The reports published in 2017 once again highlight the dangers of either not having appropriate life-saving equipment available, or not using that life-saving equipment correctly. The maintenance of such equipment is vital to its effectiveness and should not be overlooked by owners and operators of vessels. The Board urges all vessel users, owners and operators to familiarise themselves with their statutory obligations for the provision and maintenance of life-saving equipment on their vessels.

External Investigations of Casualties

All investigations of casualties were carried out by the Board’s panel of external investigators. The panel consists of personnel holding technical qualifications as naval architects, marine engineers or deck officers and reflects broad based maritime competence and experience.

Reports Published in 2017

The Board published eight Final Reports during 2017, full details of which are at pages 11 to 22.

Incidents in 2017

Investigations were initiated into 5 incidents by the Board in 2017. Summary details of the incidents are provided in the table below. Full details of all incidents are set out on pages 9 to 10. Two of the incidents occurred in the fishing industry, two in the recreational sector and one involved a general cargo vessels.

The Board would like to extend its condolence to all those bereaved in these incidents.

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	2	2	2	NIL
General Cargo	1	NIL	1	NIL
Recreational	2	NIL	3	NIL
Passenger	NIL	NIL	Nil	NIL
Total	5	2	6	NIL

Fishing Vessels

There were two incidents involving fishing vessels, both of which resulted in the loss of life.

- FV Shanie Boy 26th May 2017
- FV Julie Eleanor 22nd November 2017

Recreational Craft

There were two incidents involving recreational craft, both which resulted in the loss of life.

- Malinbeg Head 9th July 2017
- Kayak Incident on River Suir 11th November 2017

Passenger Ships

There was one incident involving an international ro-ro passenger ship, which resulted in the loss of life.

- MV European Endeavour 22nd June 2017

Detailed tables of incidents which occurred in the years 2008 to 2017 are at page 24 and 25 of this report. A summary of all incidents occurring in these years is provided in the table below.

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	9	6	18	7	13	6	5	5	9	6
Injuries	Nil	Nil	2	Nil	4	Nil	1	0	14	Nil
Vessels Involved	10	6	18	12*	17	6	7	7	15	5

*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks.

Financial

In the financial year ending 31 December, 2017 the Board recorded an operating deficit of €1,580, which resulted in an accumulated deficit 2002 – 2017 of €41,847. Fully audited financial statements are set out in pages 27 to 39. The deficit has mainly arisen as a result of a number of reports which are in progress but have not yet been paid for. Funding has been received in 2018 and is expected to continue to be received to ensure that all liabilities can be met by the Board.

Ethics in Public Office

During 2017, all Board members were in compliance with the applicable provisions and requirements of the Ethics Acts and the Standards in Public Office Act, 2001.

Acknowledgements

I would like to thank my Board colleagues for their contributions during 2017, without which the success of the Board would not be possible. It was a pleasure to welcome Dorothea Dowling, Vice-Chairperson, Frank Cronin and Nigel Lindsay to the Board in 2017.

None of our work would be possible without the work of our efficient panel of investigators and Tom Power, the Co-ordinating Investigator. I would like to express my thanks to them for all their efforts in the production of our Reports throughout the year.

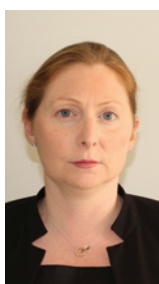
The work of the Secretariat also needs to be acknowledged, without their skills and experience the Board could not function. On behalf of the Board, I would like to thank them for their hard work and dedication in a challenging environment with limited resources. The Board would also like to extend their thanks and good wishes to Assumpta Dowd who retired in the summer of 2017. We were fortunate to have Patrick Leonard appointed to take her place in the Secretariat.

Finally, I wish to record our appreciation for the assistance you and your officials have given to the Board during 2017.



CLIONA CASSIDY, B.L.,
CHAIRMAN

Board Members and General Information



Chairman:
Cliona Cassidy, B.L.,



Vice-Chairman:
Ms. Dorothea Dowling



Board Member:
Mr. Frank Cronin



Board Member:
**Mr. Brian Hogan,
Chief Surveyor
Department of Transport,
Tourism and Sport**



Board Member:
**Nigel Lindsay
Senior Rail Accident
Investigator, RAIU,
Department of
Transport, Tourism
and Sport**

Secretary: Ms. Margaret Bell

Secretariat: Ms. Monica Quinn
Mr. Patrick Leonard

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Website: www.mcib.ie

Auditors: Comptroller & Auditor General
Treasury Building
Dublin Castle
Dublin 2.

The following is some general information regarding the Marine Casualty Investigation Board (MCIB).

Establishment of the Board

The Marine Casualty Investigation Board (MCIB) was established under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

Function of the Board

The function of the MCIB is to carry out investigations into Marine Casualties, as defined in Section 2 of the Act. In carrying out its functions the MCIB also complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector. Directive 2009/18/EC is given effect in Irish law by S.I. No. 276 of 2011.

Marine Casualty means an event or process, which causes or poses the threat of:

- (a) death or serious injury to a person;
- (b) the loss of a person overboard;
- (c) significant loss or stranding of, damage to, or collision with, a vessel or property; or
- (d) significant damage to the environment,

in connection with the operation of:

- (i) a vessel in Irish waters;
- (ii) an Irish registered vessel, in waters anywhere; or
- (iii) a vessel normally located or moored in Irish waters and under the control of a resident of the State, in international waters contiguous to Irish waters.

The purpose of each investigation is to:

1. Establish the cause or causes of a marine casualty.
2. Report on the marine casualty with a view to making recommendations for the avoidance of similar marine casualties.

It is important to note that it is NOT the purpose of an investigation to attribute blame or fault. The Board is non-prosecutorial. Any prosecution, which arises out of any casualty, is the function of Statutory Bodies such as An Garda Síochána, etc.

Status

The MCIB is an independent statutory body funded by the Oireachtas under Section 19 of the Act.

A copy of the final report of each investigation is sent to the Minister for consideration of the recommendations made therein. All reports are made available to the public (on request) free of charge or can be accessed via the MCIB website at www.mcib.ie.

Investigations & Reports 2017



Reporting Period 1st January to 31st December 2017

Introduction

Since establishment in 2002, and up to the end of 2017, the Board has published reports on 216 cases.

The statistics contained in this Report show the different types of craft involved and the cause of each incident and give the reader some insight into the scope and work of the Board. To date reporting formats have been maintained in a consistent format in order to allow comparison with earlier year's incidents and reports.

All reports are published on the Board's website, www.mcib.ie, and are available in limited numbers in paper format on application to the Secretariat.

Summary of Incidents Which Occurred During 2017

1st January to 31st December 2017

These indicate the incidents the Board are investigating from 2017.

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
FV Shanie Boy	26 May 2017	Fishing Vessel <15m	Sinking	On the morning of Friday the 26th May, 2017 the razor/clam fishing vessel 'FV Shanie Boy' departed Skerries Harbour for a planned 14 hour fishing trip. On board were the Skipper and one other crewmember. After a number of successful dredges, the dredge partially filled with rocks and stones. It was hoisted to the top of the gantry, but slipped off one of the two supports and fell to starboard. It became entangled in a cleat and caused the boat to heel to starboard. The Skipper attempted to correct the heel by turning the vessel, however, the boat continued to list and very quickly capsized. Both the Skipper and crew member attempted to swim away from the up-turned hull, however, as the vessel sank, they both disappeared below the surface due to effects of the sinking. The Skipper rose to the surface and shortly after he was taken from the water by the Skerries Inshore Lifeboat. The other crewmember did not surface. The body of the deceased Crewmember was recovered from the sea floor the following day, Saturday the 27th May, 2017.	1
MV European Endeavour	22 June 2017	Passenger Ship/ International Ro-Ro	Occupational Accident	The 'European Endeavour' is a combined Passenger and International Roll-on Roll-off vessel, operating a service between the ports of Liverpool and Dublin. On 22nd June 2017, the vessel arrived at Dublin. On arrival, the vessel discharged its cargo of vehicles. At approximately 13.25 hrs one of the crew, working on the upper exposed cargo deck, was found at the rear of the trailer. The trailer was moved forward to give access to the Casualty. He was given first aid treatment and was removed by ambulance to a nearby hospital where he was pronounced dead.	1
Malinbeg Head	9 July 2017	Recreational Craft, (RIB)	Fatal Incident	A local boatman reported that at approximately midday on the 8th of July, 2017 two men departed in a RIB from Teelin Pier near Rhannakilla, Co. Donegal. The following morning a local man living close to Malin Beg reported finding a body washed up on the shore close to his land. A search was commenced for the second man. A short time later, his body was located on the shoreline, a short distance from where the first casualty was found.	2

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
River Suir	11 November 2017	Recreational Craft, (Kayak)	Capsize	On the morning of the 11th November 2017 a group of persons were engaged in kayaking in the vicinity of Cahir Castle, Co. Tipperary. One of the party negotiated a weir (sluice), resulting in the kayak capsizing and the person entering the water. The person was unable to recover from the situation and get to safety. He subsequently floated approximately 3 kilometers down the River Suir. When the rescue services recovered the Casualty from the water he did not respond to first aid.	1
FV Julie Eleanor	22 November 2017	Fishing Vessel <15m	Fatal Incident	On the 22nd November shortly before midday the fishing vessel 'FV Julie Eleanor' departed from Galway docks with one person on board. At 21.46 hrs the Coast Guard received a phone call reporting the vessel was overdue. The Coast Guard tasked Galway and Aran Island lifeboats and SAR helicopter from Shannon and Coast Guard shore teams. At 23.15 hrs the SAR helicopter located the vessel 1.2 miles south east of Barna. The Galway lifeboat crew searched the vessel and found no one on board. The search was resumed at first light on the 23rd and the Casualty was located and recovered around noon.	1

Summary of Reports Published 2017

1st January to 31st December 2017

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Kenmare Bay	9 January 2017	Recreational Craft (Canoe)	Fatal Incident	On the afternoon of the 31st January, 2016 two persons and two dogs departed in a canoe from a strand in the vicinity of the old graveyard, Templenoe, Co. Kerry to go duck shooting on a nearby island. Shortly after departure the boat capsized resulting in the occupants ending up in the water. One person was subsequently rescued; the second person's body was recovered the next day the 1st February 2016.	1 Fatality	The voyage was undertaken in adverse weather conditions not suitable for the use of a laden canoe. Due consideration was not given to Met Éireann weather forecasts prior to commencing passage. The two men did not take the basic precaution of wearing PFDs as required by S.I. 921 of 2005 and as recommended by the Irish Canoe Union. Operating the canoe alone, without other vessels present, considerably reduces the possibility of survival following a capsise. It is likely that the carriage of two untethered dogs and their increased activity contributed to the capsise.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
MV Epsilon (Interim Report)	1 Feb 2017	Passenger Ship/ International Ro-Ro	Heavy Weather Damage	On the afternoon of the 7th February, 2016 'MV Epsilon' sailed from Cherbourg in France bound for Dublin, Ireland. The Master reviewed the weather forecast prior to sailing which indicated adverse weather conditions for the voyage as a result of 'Storm Imogen'. Having departed Cherbourg, the vessel cross the English Channel. As the wind and weather continued to increase the Master took a decision to seek shelter in Barnstaple Bay where it suffered heavy weather causing damage to the cargo and some crew and passenger injuries. Once the weather improved sufficiently the vessel departed from Barnstaple Bay and resumed her passage to Dublin port, arriving on the morning of the 9th February, 2016.	0	Awaiting final report

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
FV Carraig Chun	6 March 2017	Fishing Vessel <15m	Sinking	The 'FV Carraig Chuin' departed from Kilkeel, Co. Down on the 19th March 2016. The vessel was fishing in the Irish Sea and intended to return to Kilkeel on the 21st March 2016. At 10.56 hrs on the 20th March 2016, the Air Traffic Control at Shannon Airport reported that an EPIRB signal had been received by an aircraft and was identified as being registered to the vessel. The signal was confirmed by UKMCC Kinloss at 10.58 hrs. MRCC Dublin tasked the air sea rescue helicopter R116, based at Dublin Airport and the RNLI Lifeboat at Clogherhead. The crew were airlifted to safety at 12.06 hrs and brought directly to hospital in Drogheda.	0	Without inspection of the wreck it is not possible to state clearly what the cause of the incident was. Some possible causes include; sudden ingress into one compartment, a sprung plank, or a failed through-hull fitting. The crew were not wearing their PLBs at the time of sinking so these did not activate. There were only two PLB's for the three crewmembers on board. The speed of events precluded the crew having time to issue a Mayday call. The Skipper was trying to find out what was wrong and then went to start the main bilge pump. He barely had time to rouse the crew from sleep. The crew did not have time to activate their PLBs, which were clearly not being worn.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
FV Sean Anthony	1 June 2017	Fishing Vessel 15-24m	Grounding	The 'FV Sean Anthony' departed from Kinsale on the 5th April 2016 to fish in grounds approximately 25 miles south west of Kinsale. The vessel ceased fishing on the 10th April 2016, due to adverse weather conditions, and was returning to port when it lost power. The vessel was washed onto rocks at the western side of the entrance to Kinsale Harbour, almost due west of Lower Cove. Shortly before grounding the Skipper issued a Mayday call and alerted the Irish Coast Guard. The RNLI at Kinsale was tasked to the scene and arrived within a short space of time. All three crewmembers were rescued. No pollution occurred.	0	The rope tails attached to the cod-end of the port trawl net became entangled in the propeller and stopped it from rotating. This in turn stalled the main engine. To restart the engine, it was necessary to leave the wheelhouse and enter the engine room for each attempt. However, the level of entanglement was such that it was not possible to restart the engine. Valuable time was lost in these attempts to restart the engine and find drive. The vessel was in a narrow channel and adrift. There are regulations in place concerning hours of work and rest which do not appear to have been complied with. The safe operation of a vessel is dependent on a number of human factors, one of which is the safe manning of the vessel i.e. the number of crew on-board and another is competency i.e. the relevant qualifications of the crew on board.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Lough Corrib	2 June 2017	Recreational Open/Motor	Allision/ Collision	On the 26th May 2016 a recreational angling boat with two persons on board set out for an afternoon of rod-fishing from Carrowmoreknock, Co. Galway. While moving towards the final fishing ground the vessel allided with a fixed navigation mark. One person fell overboard and was subsequently recovered and landed ashore to an ambulance. The person passed away in hospital.	1 Fatality	The allision occurred because of the lack of a safe look-out just prior to the incident and due to poor visibility in the forward direction from the steering position. The engine of the vessel was too large and heavy for a vessel of this size and contributed to the bow being higher in the water and thus restricting the helmsman's view forward. It was clear that the vessel was travelling at a considerable speed which exacerbated the height of the bow as it raised the boat to semi-planing mode. The vessel was inadequately equipped and the crew were under resourced and underprepared for the planned voyage. There was a lack of knowledge and implementation of the requirements and best practice regarding the safe operation of recreational craft. In particular the Crewmember was not wearing a PFD or any other flotation device.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
FV Cu Na Mara (Interim Report)	23 June 2017	Fishing Vessel 15m-24m	Man Overboard	On the 30th June 2016 the 'FV Cu na Mara' commenced fishing for prawns (nephrops) about 130 nautical miles West of Sleat Head. The nets were being deployed for the first trawl. At approximately 14.00 hrs the two nets were unwound from the two net drums and trailed astern of the vessel in the water. In the process of transferring over the attachment of the nets from the net drums to the middle towing winch at the stern of the vessel, a crewmember went overboard. The Skipper and the other crewmembers immediately became aware of the incident and brought the vessel astern to assist him. He was wearing a Person Flotation Device (PFD) which inflated. He was quickly recovered from the water by the crew and first aid was administered but he did not survive.	1 Fatality	Awaiting Final Report

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
PV Rose of Aran	19 July 2017	Passenger Ship/ Domestic	Docking incident	On Monday the 6th June 2016 the Passenger ship 'PV Rose of Aran' was berthed at the Pier at Inis Oirr Island to transfer passengers. Whilst alongside and when passengers were disembarking from the vessel over the gangway the vessel drifted off the berth and the end of the gangway fell off the pier. The gangway tipped downwards towards the water. There were two passengers on the gangway at the time and both fell into the water between the vessel and the pier. Bystanders assisted both passengers on to the pier. The two passengers received medical treatment on the island and were transferred back to the mainland later in the day.	2 injuries	The Safety Management System (SMS) implemented in the DSM which included the poor mooring of the vessel was the underlying root cause for the incident. The release of the stern line into the water was the direct cause of the incident. The fact that this occurred is due to the following factors: Lack of detailed risk assessments for the mooring operations at Inis Oirr at various states of tide resulting in weak procedures for mooring the vessel. Lack of management structures, safety organisation and lack of policing of operations at Inis Oirr Harbour, which is not conducive to the safe berthing of vessels and transit of passengers to and from the pier. It is bad practice to continue to operate engines ahead or astern in order to keep the vessel alongside. The vessel should be moored in a secure manner.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Bluebird II	20 July 2017	Recreational Open/Motor	Man Overboard	On the morning of the 15th August 2016 a lone angler departed from Rossbrin Cove, near Schull, Co. Cork to go angling between the Calf Islands. When he did not arrive home in the early evening as planned, the alarm was raised and a search commenced. Later that evening his vessel the 'Bluebird II' was found with nobody on board. The search continued until late that night and again from early morning the next day, when his body was recovered.	1 Fatality	The casualty was in the water for a time between 2.5 hrs and 5.5 hrs before the alarm was raised. When the casualty entered the water he was not wearing his PFD, which would have greatly increased the chances of his survival. The vessel was not equipped with an EPIRB or a PLB. The bulwarks and deck grip were found to be effective, however, is it clear that the casualty was not completely mobile as a result of a hip operation. As the casualty's crutches were stored it is probable that he was using the bulwark for support. If he was using the bulwark as support, his centre of gravity would have been over the bulwark. This would have greatly increased the chances of a man overboard.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Loch Corrib II	24 July 2017	Fishing Vessel <15m	Man Overboard	On the morning of the 7th September 2016 the 'Loch Corrib II', a registered inshore fishing vessel, departed from its home pier. There was one occupant on board. Shortly before 12.45 hrs, the vessel was noted stationary off Tawin Island by another vessel. It was observed that the vessel had been in the same position for a considerable period and the Skipper of the other craft went to investigate. He found the vessel unmanned with the engine running and held in position by a string of lobster pots. The alarm was raised and a full scale search commenced. At approximately 17.40 hrs, the body of the Skipper of the 'Loch Corrib II' was found in the water approximately one nautical mile west of the Black Rock buoy, off Barna.	1 Fatality	The autopsy report indicates that the Casualty may have suffered some form of collapse which likely caused him to fall overboard. The automatic inflatable lifejacket operated properly. However, if the PFD had been worn external to the oilskin jacket, then if conscious when entering the water, the Casualty could have been able to activate his PLB. Activation of the PLB would have ensured a swifter alerting of the emergency services and perhaps might have saved the life of the Casualty. The PFD, although it worked, had not been serviced in accordance with the manufacturer's recommendations.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
IRCG Delta RIB (Interim Report)	11 September 2017	Passenger Boat/ Domestic	Woman Overboard	On 9th September, 2016, the Irish Coast Guard Station at Kilkee was tasked by MRSC Valentia to provide search and rescue volunteers at the cliffs to the southwest of the town, close to Fohagh Point. Reports indicated that a man might have fallen off the cliffs. On the morning of the 12th September the volunteers assembled at the Coast Guard Station and resumed operations, including a launch of the Delta RIB. On the second tasking of the day and whilst searching a cover to the east of Fohagh Point, a Mayday message was picked up from the Delta RIB. Reports indicated that the vessel had capsized throwing all three crew into the water. Immediately, a full scale search and rescue operation commenced. One of the crew was picked up by a RIB, a second crewmember was rescued by the SAR Rescue helicopter service. The third crewmember died in the incident and the body was recovered by the SAR rescue helicopter.	1 Fatality	Awaiting Final Report

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
PV Mary Ann of Dunloe	22 September 2017	Passenger Boat/ Domestic	Swamping	On the morning of the 1st September, 2016 at approximately 11.30 hrs a passenger vessel twelve tourists was making its way from Ross Castle to the Gap of Dunloe. As the vessel approached Foilcoille Point on Lough Leane, conditions worsened with high winds and steep waves. The vessel became swamped and passengers were tipped into the water. Three other vessels came to the rescue of the casualty vessel. All passengers and the crewmember of the casualty vessel were rescued with no serious injuries having been sustained.	0	The voyage was undertaken in weather conditions that were not suitable for the operation of a laden vessel. Passage planning had not been carried out for the entire route of the voyage. The vessel in its laden condition had insufficient freeboard to prevent down-flooding and as a result it was swamped in the conditions encountered.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
FV Endurance (Interim Report)	1 December 2017	Fishing Vessel 15m - 24m	Fatal incident on board	On the 8th November, 2016 the 'FV Endurance' was fishing for prawns (Nephrops) approximately 200 nautical miles south west of the Irish coast in the Porcupine Bank area. At approximately 18:30 hrs the nets were being hauled. The starboard side net was extremely heavy. In the course of retrieving the net one crewmember became trapped between the net and the starboard side stern quarter. The net slewed to starboard taking the Crewmember with it. The Crewmember was physically inverted, crushed against the starboard rail and was then carried over the rail by the force of the net. The Crewmember landed on the ledge outboard of the rail and was pinned there by the net. The Skipper and crew managed to haul the Crewmember back over the rail and onto the after upper deck of the vessel. The Crewmember was fatally injured.	1 Fatality	Awaiting Final Report

For further information on any of these investigated incidents please refer to our website, www.mcib.ie.

Sample of Cases Published 2017

1st January to 31st December 2017

The Board wishes to draw special attention to the following three reports which were published in 2017.

FATAL INCIDENT AT KENMARE BAY



On the afternoon of the 31st January 2016 two persons and two dogs departed in a canoe from a strand in the vicinity of the old graveyard, Templenoe, Co. Kerry to go duck shooting on a nearby island. Shortly after departure the boat capsized resulting in the occupants ending up in the water. One person was subsequently rescued. The second person's body was recovered the next day the 1st February, 2016.

FV SEAN ANTHONY AGROUND AT KINSALE, CO. CORK



The 'FV Sean Anthony' departed from Kinsale on the 5th April 2016 to fish in grounds approximately 25 miles south west of Kinsale, close to the Kinsale Gas Field. The vessel ceased fishing on the 10th April, 2016 due to adverse weather conditions and was returning to port when it lost power. The vessel was washed onto rocks at the western side of the entrance to Kinsale Harbour, almost due west of Lower Cove. Shortly before grounding the Skipper issued a Mayday call and alerted the Irish Coast Guard. The RNLi at Kinsale was tasked to the scene and arrived within a short space of time. All three crewmembers were rescued. No pollution occurred.

MV ROSE OF ARAN, INIS OIRR PIER



On Monday the 6th June 2016 the Passenger ship 'MV Rose of Aran' was berthed at the Pier at Inis Oirr Island to transfer passengers. Whilst alongside and when passengers were disembarking from the vessel over the gangway the vessel drifted off the berth and the end of the gangway fell off the pier. The gangway tipped downwards towards the water. There were two passengers on the gangway at the time and both fell into the water between the vessel and the pier. Bystanders assisted both passengers on to the pier. The two passengers received medical treatment on the island and were transferred back to the mainland later in the day.

PV MARY ANN OF DUNLOE, LOUGH LEANE, KILLARNEY, CO. KERRY



On the morning of the 1st September 2016 at approximately 11.30 hrs a passenger vessel carrying twelve tourists was making its way from Ross Castle to the Gap of Dunloe. As the vessel approached Foilcoille Point on Lough Leane conditions worsened with high winds and steep waves. The vessel became swamped and passengers were tipped into the water. Three other vessels came to the rescue of the casualty vessel. All passengers and the crewmember of the casualty vessel were rescued with no serious injuries having been sustained.

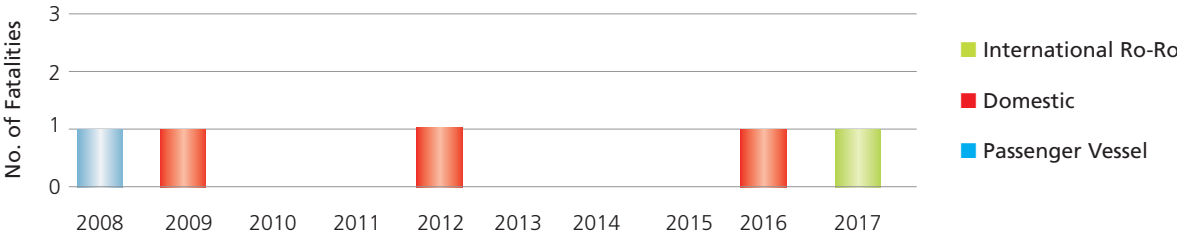
Comparisons of Marine Casualties 2008 - 2017

Type of Craft	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Passenger Ships/Vessels										
International Ro-Ro	1 Fatality								10 injuries	1 Fatality
Domestic		1 Fatality			1 Fatality				2 Injuries	
Passenger Vessel									1 Fatality 1 Injury	
Sub total	1 Fatality	1 Fatality	None	None	1 Fatality	None	None	None	1 Fatality 13 Injuries	1 Fatality
Cargo Ships										
General Cargo Ships										
Ro-Ro Cargo										
Tanker										
Bulk Carrier										
Container Ship										
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
Sub total	None	None	None	None	None	None	None	None	None	None
Fishing Vessels										
< 15 metres	2 Fatalities		2 Fatalities	4 Fatalities	4 Fatalities/ 1 Injury	2 Fatalities	1 Fatality	1 Fatality	2 Fatalities	2 Fatalities
15 - 24 metres	1 Fatality		1 Fatality/ 1 Injury		5 Fatalities/ 1 Injury	3 Fatalities				
> 24 metres	1 Fatality			1 Fatality				2 Fatalities	2 Fatalities	
Sub total	4 Fatalities	None	3 Fatalities/ 1 Injury	5 Fatalities	9 Fatalities/ 2 Injuries	5 Fatalities	1 Fatality	3 Fatalities	4 Fatalities	2 Fatalities
Recreational Craft										
Jet Skis										
Open Boats/Canoe	3 Fatalities	4 Fatalities	8 Fatalities	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury		1 Fatality/ 1 Injury	1 Fatality
Motor (Decked)			5 Fatalities/ 1 Injury					2 Fatalities	3 Fatalities	
Sail	1 Fatality	1 Fatality			1 Fatality		1 Fatality			
Fast Power Craft/RIB			2 Fatalities	1 Fatality	1 Fatality/ 2 Injuries					2 Fatalities
Sub totals	4 Fatalities	5 Fatalities	15 Fatalities/ 1 Injury	2 Fatalities	5 Fatalities/ 2 Injuries	1 Fatality	4 Fatalities/ 1 Injury	2 Fatalities	4 Fatalities/ 1 Injury	3 Fatalities
Total Incidents	10	6	17	13	17	6	7	7	15	5
Total Fatalities	9	6	18	7	15	6	5	5	9	6
Total Injuries	0	0	2	0	4	0	1	0	14	0
Total No. of Vessels involved	10	6	18	12*	18	6	7	7	15	5

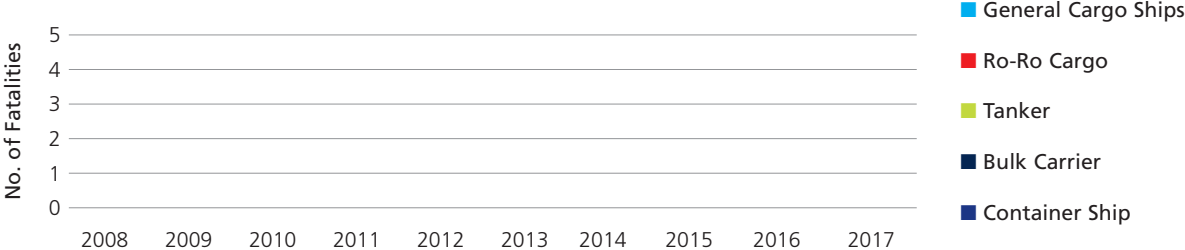
*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

Fatality Trends 2008 - 2017

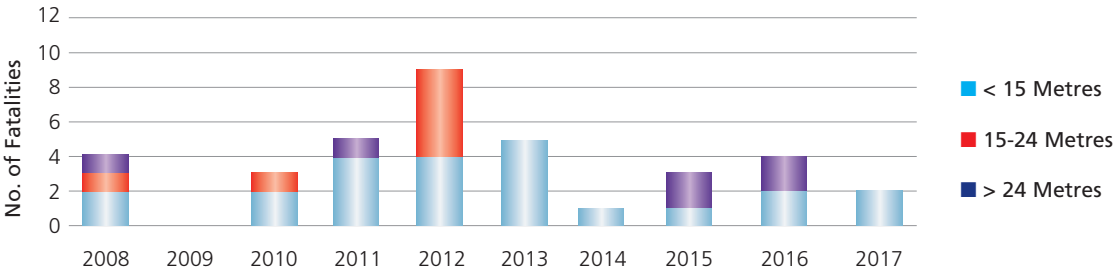
Passenger Ships/Vessels



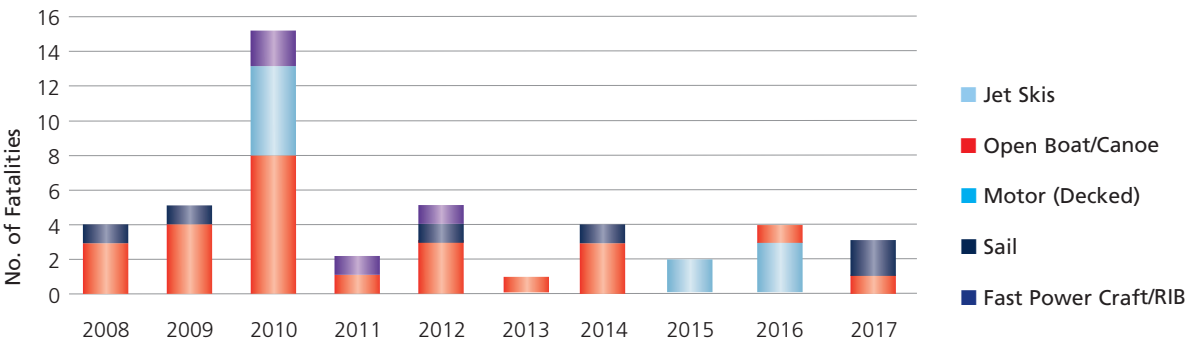
Cargo Ships



Fishing Vessels



Recreational Craft



Financial Statements 2017



Reporting Period 1st January to 31st December 2017

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Statement of Responsibilities of the Board

For the year ending 31st December 2017

Responsibilities of the Board

Section 20(1) of the Merchant Shipping Act (Investigation of Marine Casualties) Act, 2000 requires the Board to keep, in such form as may be approved of by the Minister for Transport, Tourism and Sport with the consent of the Minister for Finance proper accounts of all monies received or expended by it. In preparing the financial statements, the Board is required to:

1. Select suitable accounting policies and apply them consistently.
2. Make judgements and estimates that are reasonable and prudent.
3. State whether any applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements.
4. Prepare the financial statements on a going concern basis unless it is inappropriate to presume that the board will continue in operation.

The Board is responsible for keeping adequate accounting records, which disclose with reasonable accuracy at any time the financial position of the Board and which enable it to ensure that the financial statements comply with Section 20(1) of the Merchant Shipping Act (Investigation of Marine Casualties) Act, 2000. The Board is also responsible for safeguarding the assets of the Board and for taking reasonable steps for the prevention and detection of fraud and other irregularities.



Cliona Cassidy B.L.
Chairman
29 June 2018



Margaret Bell
Secretary
29 June 2018

Statement on the System of Financial Control

For the year ending 31st December 2017

Responsibility for the system of internal financial control

On behalf of the Board of the Marine Casualty Investigation Board, I acknowledge our responsibility for ensuring that an effective system of internal financial control is maintained and operated.

The system of internal financial control can only provide reasonable but not absolute assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected in a timely period.

Key Control Procedures

The financial controls that operated in the year are as follows:

- All payments (excluding staff* salaries) are authorised by at least two members of the Board.
- All travel and subsistence claims are authorised by another member of the Board and certified in order for payment by the Secretary.
- Codes of Business Conduct for Board members and staff are in place.
- The Board is advised at each Board meeting by the Secretary of the current financial standing of the Marine Casualty Investigation Board.

The parent Department for the Marine Casualty Investigation Board transferred by Government decision from the Department of Communications, Energy and Natural Resources to the Department of Transport, Tourism and Sport with effect from 1 January 2006. A derogation from the Section 10 (Internal Audit) requirement of the Code of Practice for the Governance of State Bodies was received from the Department of Transport, Tourism and Sport in July 2011.

Annual Review of Controls

I confirm that in respect of the year ended 31 December 2017 the Board has conducted a review of the effectiveness of the systems of internal financial control.

Signed on behalf of the Board



Cliona Cassidy B.L.
Chairman
29 June 2018

*Note: The MCIB Secretariat comprises three permanent staff assigned from the Department of Transport, Tourism and Sport.

Report of the Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas
Marine Casualty Investigation Board

Opinion on financial statements

I have audited the financial statements of the Marine Casualty Investigation Board for the year ending 31 December 2017 as required under the provisions of section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The financial statements comprise:

- the statement of income and expenditure and retained revenue reserves
- the statement of financial position
- the statement of cash flows and
- the related notes, including a summary of significant accounting policies.

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of the Marine Casualty Investigation Board at 31 December 2017 and of its income and expenditure for 2017 in accordance with Financial Reporting Standard (FRS) 102 - The Financial Reporting Standard applicable in the UK and the Republic of Ireland.

Basis of opinion

I conducted my audit of the financial statements in accordance with the International Standards on Auditing (ISAs) as promulgated by the International Organisation of Supreme Audit Institutions. My responsibilities under those standards are described in the appendix to this report. I am independent of the Marine Casualty Investigation Board and have fulfilled my other ethical responsibilities in accordance with the standards.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Report on information other than the financial statements, and on other matters

The Marine Casualty Investigation Board has presented certain other information together with the financial statements. This comprises the annual report, the governance statement and Board members' report and the statement on internal control. My responsibilities to report in relation to such information, and on certain other matters upon which I report by exception, are described in the appendix to this report.

I have nothing to report in that regard.



Orla Duane

For and on behalf of the Comptroller and Auditor General.

29 June 2018

Statement of Accounting Policies

For the year ending 31st December 2017

General

The Marine Casualty Investigation Board was established under the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The Board commenced operations on 5 June 2002. It was formally established on 25 March 2003. The Board undertakes the independent investigation of marine casualties in Ireland and publishes the resulting reports.

1. Basis of Accounting

The financial statements have been prepared under the historical cost convention in the form approved by the Minister for Transport, Tourism and Sport, with the consent of the Minister for Finance, under the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The Financial Statements are prepared on an accruals basis, except as indicated below and in accordance with generally accepted accounting practice. Financial Reporting Standards, recommended by the Accounting Standards Board, are adopted as they become effective.

2. Period of Financial Statements

The financial statements cover the 12 month period to 31 December 2016.

3. Oireachtas Grants

Income from Oireachtas Grants represent the actual cash receipts in the year from the Department of Transport and payments made in the year by the Department of Transport on behalf of the Marine Casualty Investigation Board's staff*.

4. Fixed Assets and Depreciation

Fixed Assets are shown at cost. Depreciation is provided on a straight-line basis as follows:

Office Equipment 5 years

5. Capital Account

The capital account represents the unamortised value of income used for capital purposes.

6. Superannuation

Department staff* assigned to act as the Secretariat to the MCIB are covered by the relevant Department's pension arrangements.

*Note: The MCIB Secretariat comprises three permanent staff assigned from the Department of Transport, Tourism and Sport.

Statement of Income & Expenditure & Retained Revenue Reserves

For the Year Ended 31st December 2017

	Notes	YEAR ENDED 31 DEC 2017	YEAR ENDED 31 DEC 2016
		€	€
Income			
Oireachtas Grants (Vote no. 31 Subhead C3)		268,959	185,151
		268,959	185,151
Expenditure			
Staff Salaries	4	120,701	126,927
Board Members Fees	5	24,394	13,967
Printing, Postage and Stationery		14,040	15,285
Website Design		677	676
Accident Investigation Expenses	3	97,005	57,565
Travel & Subsistence - Board Members	6	504	2,431
Travel & Subsistence - Others		16	150
Legal & Professional Fees		3,384	2,982
Accountancy		3,567	5,965
Audit Fees		5,000	5,000
Bank Charges		319	317
Training			1,194
Sundry Expenses		933	912
		270,539	233,371
(Deficit) for the Year		(1,580)	(48,220)
Accumulated (Deficit)/Surplus 1 January		(40,267)	7,953
Accumulated (Deficit) 31 December		(41,847)	(40,267)

The Statement of Cash Flows and notes 1 to 12 form part of these Financial Statements.



Cliona Cassidy B.L.
Chairman
29 June 2018



Margaret Bell
Secretary
29 June 2018

Statement of Financial Position

As at 31st December 2017

	Notes	31 DEC 2017 €	31 DEC 2016 €
Current Assets			
Cash and cash equivalents		50,570	24,890
		<u>50,570</u>	<u>24,890</u>
Creditors – amounts falling due within one year			
Payables	2	(92,417)	(65,157)
		<u>(41,847)</u>	<u>(40,267)</u>
Net Current Assets/(Liabilities)			
		<u>(40,267)</u>	<u>7,953</u>
Representing			
Accumulated (Deficit)/Surplus brought forward		(40,267)	7,953
(Deficit) for the period		(1,580)	(48,220)
Retained Revenue Reserves		(41,847)	(40,267)

The Statement of Cash Flows and notes 1 to 12 form part of these Financial Statements.



Cliona Cassidy B.L.
Chairman
29 June 2018



Margaret Bell
Secretary
29 June 2018

Statement of Cash Flows

As at 31st December 2017

	31 DEC 2017 €	31 DEC 2016 €
Reconciliation of operating surplus to net Cash flow from operating activities		
Cash generated from/(absorbed by) operations	(1,580)	(48,220)
Increase in payables	27,260	12,464
Net cash inflow/(outflow) from operating activities	25,680	(35,756)
Net cash used in investing activities	-	-
Net cash used in financing activities	-	-
Net increase/(decrease) in cash and cash equivalents	25,680	(35,756)
Cash and cash equivalents at beginning of year	24,890	60,646
Cash and cash equivalents at end of year	50,570	24,890

Notes to the Financial Statements

For the year ending 31st December 2017

Note 1. Accounting Policies

The basis of accounting and significant accounting policies adopted by the Marine Casualty Investigation Board are set out below. They have all been applied consistently throughout the year and for the preceding year.

a) General Information

The Marine Casualty Investigation Board was established under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The Board commenced operations on 5 June 2002. It was formally established on 25 March 2003. The Board undertakes the independent investigation of marine casualties in Ireland and publishes the resulting reports.

b) Statement of Compliance

The financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2017 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the Republic of Ireland issued by the Financial Reporting Council (FRC).

The Board of the entity who held office at the date of approval of these Financial Statements are responsible for securing the company's compliance with its relevant obligations and we confirm the entity's compliance with the Code of Practice for the Governance of State Bodies.

c) Going concern

The financial statements are prepared on a going concern basis.

d) Basis of preparation

The financial statements have been prepared under the historical cost convention, except for certain assets and liabilities that are measured at fair values as explained in the accounting policies below. The financial statements are in the form approved by the Minister for Transport, Tourism and Sport with the concurrence of the Minister for Public Expenditure and Reform under the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the Marine Casualty Investigation Board's financial statements.

e) Period of Financial Statements

The financial statements cover the 12 month period to 31 December 2017.

f) Currency

The financial statements have been presented in Euro (€) which is also the functional currency of the board.

g) Oireachtas Grants

Income from Oireachtas Grants represent the actual cash receipts in the year from the Department of Transport, Tourism and Sport and payments made in the year by the Department of Transport, Tourism and Sport on behalf of the Marine Casualty Investigation Board's staff*.

h) Superannuation

Department staff* assigned to act as the Secretariat to MCIB are covered by the relevant Department's pension arrangements. Accordingly the Board has no liability for Pensions.

*Note: The MCIB Secretariat comprises three permanent staff assigned from the Department of Transport, Tourism and Sport.

i) Receivables

Receivables are recognised at fair value, less a provision for doubtful debts. The provision for doubtful debts is a specific provision, and is established when there is objective evidence that Marine Casualty Investigation Board will

not be able to collect all amounts owed to it. All movements in the provision for doubtful debts are recognised in the Statement of Income and Expenditure and Retained Revenue Reserves.

j) Cash and cash equivalents

Cash and cash equivalents include cash in hand, deposits held at call with banks, other short term liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities.

Note 2. Creditors – amounts falling due within one year

	2017	2016
	€	€
Creditors – amounts falling due within one year		
Accrued Expenses	(92,417)	(65,157)

Note 3. Accident Investigation Expenses

During year ended 31st December 2017, the Board completed 8 investigations and published reports on each investigation. Additionally, 4 interim reports of ongoing investigations were published in 2017. As at 31st December 2017, 10 investigations were in progress and not finalised. The potential cost of this work is €67,280 and this has been included in the accrued expenses figure in note 2.

Note 4. Employees and Superannuation

Key management personnel

Key management personnel in MCIB consists of the members of the Board and the senior management team. The total value of employee benefits for key management personnel is set out at Notes 5 and 6 to the Financial Statements.

A permanent Secretariat of three staff is provided by the Department of Transport, Tourism and Sport. Staff costs were recouped by the Department from the Board's grant allocation. The Board had 3 staff members assigned by DDTAS at the end of 2017 and 3 staff members assigned at the end of 2016.

	2017	2016
	€	€
Staff salaries	120,701	126,927

Note 5. Board Members Fees

Board member	2017	2016
	€	€
Cliona Cassidy	14,418	7,618
Brian Keane		1,270
Michael Frain	998	5,079
Frank Cronin	4,489	
Dorothea Dowling	4,489	
Total Fees	24,394	13,967

Board members are paid an annual rate, not per attendance at meetings.

In accordance with the 'One Person One Salary' principle, other Board members serving on the Board did not receive a fee in 2017.

Note 6. Board Members Travel

Total travel expenses of €504 were paid to members of the Board in 2017 in respect of attendance at the Board Meetings during 2017, of which Michael Frain received €504. All expenses were paid in accordance with the Civil Service Travel Rates.

Note 7. Going concern

In the financial year ending 31 December 2017, the Board recorded an operating deficit of €1,580, and an accumulated deficit for 2002 - 2017 of €41,847. Funding has been received in 2018 and is expected to continue to be received to ensure that all liabilities can be met by the Board.

Note 8. Operating costs

The Department of Transport, Tourism and Sport provides accommodation, including the use of fixed assets, to the Board free of charge in the Department's premises in Leeson Lane, Dublin 2.

The Board funds its own operating costs with the exception of the following services which are provided by the Department of Transport, Tourism and Sport free of charge:

- Telephone & Fax
- Postage, stationary & internal printing costs
- Cleaning
- Other office expenses including light and heating.

Note 9. Taxation

In accordance with Section 227 of the Taxes Consolidation Act, 1997 no taxation was paid or has to be provided for in the financial statements.

Note 10. Board Members: Disclosure of Interests

All Board members have adopted procedures in accordance with sections 17 and 18 of the Merchant Shipping (Investigation of Casualties) Act, 2000.

Note 11. Board Meetings

The Board meets on a regular basis to review its operation. In 2017, the Board met twelve times. The number of Board meetings attended by each of the Board Members were as follows:

Cliona Cassidy	12
Michael Frain (term expired in February 2017)	2
Frank Cronin (appointed April 2017)	9
Dorothea Dowling (appointed April 2017)	6
Jurgen Wyte (term expired November 2017)	10
Nigel Lindsay (appointed November 2017)	1
Brian Hogan	12

Michael Frain's term on the Board ended in February 2017, and he was replaced by Frank Cronin on 1st April 2017. In November 2017, Nigel Lindsay replaced Jurgen Whyte as the Secretary General's nominee. Dorothea Dowling was appointed as Vice Chair in April 2017. As at 31st December 2017 the Board had a total of 5 members.

Note 12. Approval of Financial Statements

The financial statements were approved by the Board on 29th June 2018.

NOTES



Leeson Lane, Dublin 2. Telephone: 01-678 3485. Fax: 01-678 3493. www.mcib.ie